

known to represent the views held by many of the country's leading railroad presidents.

Views of Rail Executives.

Here is the statement: "The plan presented to the labor board by Gov. Hooper places it where it may postpone indefinitely a decision regarding a further adjustment in the wages of railroad employees to meet changed conditions. To follow his thought literally, when he says 'within the discretion of the board to fix the order in which it will take up and consider the numerous matters submitted to it,' and where he further states that it is 'unwise to enter into a prolonged hearing of an application to reduce wages at this time,' means that the board if so disposed could postpone indefinitely a decision regarding wages, no matter how serious the situation might be.

"It is impossible to understand how the railroads would be able to meet the nationwide agitation for lower rates, save by bankrupting themselves and destroying the efficiency of the country's transportation system, or by national business prosperity, if the board insists on maintaining this position.

"Responsibility for this attitude must rest squarely on the labor board. After telling the railroad managers it will not give prompt consideration of their requests for further wage reductions, and by the public's demands for still lower freight rates, it is incumbent upon the board to stop this plea for rate reductions. The board has placed itself squarely between the public and the railroads. It has assumed upon its own shoulders the burden of defending existing rates."

Harrison Halls Settlement.
The settlements of Fairfax Harrison, president of the Southern Railway System, with respect to the settlement of the threatened railroad strike were expressed in a letter to the board to all employees of the Southern Railway.

"With heartfelt emotion I congratulate you on the news from Chicago that the threatened strike has been called off," said Mr. Harrison. "During the past anxious week I have made no public statement of my sentiments concerning the situation, but I sent you by message, hoping that I had your confidence as I know you had mine. I sympathized deeply with you, collectively and individually, for I knew the difficulties of your situation, but I felt that when the time came for final action you would remain loyal to the service of the public, in which, with mutual respect, we have for so many years been engaged together."

Railroad union officials in this city were inclined to be reticent on the action of their president in calling off the strike. They were far from enthusiastic, but they agreed that the settlement in several particulars was satisfactory to them and that the men would remain at work.

Fear Among Local Leaders.
Most of the heads of the brotherhood locals had received instructions from Chicago last night. These instructions were in the form of a message nullifying the strike order and nullifying the terms of the resolution under which the agreement was reached.

Many of the local union leaders expressed the fear that the settlement would turn out to be a makeshift only and would not settle the strike rather than settle the issue involved.

Whatever their opinion on the terms of the resolution, all local officials that could be reached yesterday said they were glad the strike had been averted. "All for the good of the country," their somewhat non-committal comment.

See Future Trouble if Board Continues Cutting.
Washington, Oct. 28.—The only comment on the strike situation from labor circles here came from Samuel Gompers, president of the American Federation of Labor, who declared the "spirit among railroad men to-day is one of resentment."

"The railroad strike will not take place—now," Mr. Gompers said, "but if the Railroad Labor Board goes on cutting down wages and on reducing conditions, the present American railroad labor organizations—which are the most reasonable in the world—will be succeeded by organizations which will voice the sentiment of the dissatisfied, the restless and the discontented."

Mr. Gompers emphasized his opinion that the establishment by the Executive Committee of the Labor Board was an error in Governmental policy.

"The board says it has 1,300 cases on its docket now," he said, "and nothing could be a greater indication of the law. It has made representatives of employer and employee in the railroad world litigants, bound to put the most extreme force into all of their demands, and to yield nothing."

"There has never been a case anywhere where the Government has set up such a tribunal to treat with labor matters that it has not resulted in muddling everything up. The Government's position has always come to one of coercing labor, or threatening with jail and injunction men who consider strikes."

TEXAS RAIL STRIKE ALSO IS CALLED OFF
Action Reported in Telegram to Chief Lee.

Chicago, Oct. 28.—The strike of 600 men of the International and Great Northern, operating in Texas, has been called off by the general chairman of the strike according to a telegram received here tonight by W. G. Lee, chief of the Brotherhood of Railroad Trainmen. Mr. Lee, who is leaving tonight for Cleveland, communicated his information to members of the Labor Board.

The strike of the trainmen on the International and Great Northern was authorized preceding the call for a country-wide strike.

Hatchets an Argument for Rail Rate Cut

WASHINGTON, Oct. 28.—A new type of argument on the railroad rate question came unofficially to-day before the Interstate Commerce Commission.

Some person scattered through the building small paper imitation hatchets colored a flaming red, with an inscription running down the handle to the blade which said: "Railroad Rates Must Be Cut."

The last word—"CUT"—in capital letters, took up the whole space on the blade.

Commission employees said they did not know the distributor of the hatchets.

RAIL MANAGERS TO VOTE ON PAY CUTS

Continued from First Page.
The Executive Club at Chicago at noon to-day declared that the "public may well consider the question of what really prevented the railroad strike."

"Undoubtedly if the public does consider this matter," concluded, said Mr. Dunn, "that the main thing that caused the strike to be called was the statement made by Ben W. Hooper."

"The railroads are being subjected to tremendous pressure by the public and Government for an early general reduction of rates. The Interstate Commerce Commission, which regulates rates, already has ordered a reduction in rates in many cases and in many instances in an opinion in which it specifically indicates that this reduction of rates is made in anticipation of reduction in wages."

Two Bodies Pull Apart.
"If the Government through the Interstate Commerce Commission is going forward with the reduction of rates, and the Government through the Railroad Labor Board is going forward with the policy of indefinitely postponing reductions in wages, we shall see a split of a deadlock between two Government bodies, one of which regulates what the railroads can afford to pay to their employees, and the other which regulates what the railroads must pay to their employees."

"The withdrawal of the strike order settles only one thing—that is, that the railroads are not to be forced to pay more than the rate of wages which they are now paying. It does not in any way settle the question of further reductions of wages or that of reduction of rates."

Whatever the policy which would be done by the public interest by a policy which would render the railroads unable to handle the country's business would be greater than the harm which would have been done by a strike or the harm which would be done by a continuance of the present freight and passenger rates."

Will Not Drop Fight.
Hale Holden, president Chicago, Burlington and Quincy: "I am more than gratified that peace has settled down on the railroad front. All I can say at this time on further pay cuts is that we must by no means drop our fight for them."

W. W. Wagon, vice-president of the Atchafalpa road, said: "The labor board announces that no cuts in wages will be considered for some time to come, until a thorough examination of the working conditions has been made. This means that freight rates cannot come down. If transportation costs stay high the road to bankruptcy remains closed."

Executive Committee of the Labor Board will go into bankruptcy if their operating costs are not reduced soon and by a considerable margin.

Executive Committee easier and cancelled all preparations for the strike, while the men, satisfied that their representatives had guarded their interests, tackled their tasks with renewed vigor.

The outstanding individual of the situation was Judge Ben W. Hooper, public member of the board and former Governor of Tennessee. The union men are outspoken in their statements that it was Judge Hooper who called the strike at the crucial moment and brought peace when this appeared an impossibility.

Hundreds of congratulatory telegrams poured into the board's offices from railway men in every part of the country.

John Higgins, chairman of the Western Association of Railway Executives, was among the first of a number of men who came to congratulate the board members.

One message regarded as significant that the board had won prestige among the railroad management came to Ben Hooper, a "public" member of the board, from H. A. Worthington, president of the Cincinnati, Indianapolis and Eastern road, saying it would pay time and a half overtime, dating back from August 1, when time and a half for overtime, was eliminated, until the question is definitely settled by the board.

Members of the Labor Board were busy to-night drafting the ruling on which the rail strike scheduled for Sunday was called off. The ruling will be completed to-morrow, when it will be laid before a special meeting of the board for approval, and will then be given to the public.

According to G. W. W. Hanger, a member of the public group of the board, the decision will be in two parts. The first will be that governing the relationships between the roads and their men and the second that concerning the status of the now averted strike.

READY FOR FUTURE STRIKES.
To-day, Oct. 28.—Howard Conley of the strike, chairman of the Massachusetts committee recently organized to meet problems resulting from the threatened rail strike to-day asked striking organizations in the other New England States to maintain their identity as a separate measure against future emergencies.

RAILROAD MERGER WITH C.C. FAVORED

Some Radical Change in Transportation Act Is Held Necessary.

CABINET MAKES MOVE

Rail Wages and Rates Should Be Reviewed Together, Is View.

QUESTION BOARD'S VALUE

President Expresses Satisfaction at Outcome of Strike Menace.

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Oct. 28.—A general revision of the transportation act is regarded by Administration officials as desirable to meet any future crisis in the railroad labor situation.

Consideration was given to the matter by the Cabinet to-day, and it was officially stated that the issue of a change of the law was a very live question.

There is a movement under way in both the Senate and House Interstate Commerce committees for amendments to the act providing for a consolidation of the Interstate Commerce Commission and the Railroad Labor Board, to have these two divergent but interdependent functions of government brought into one so that railroad rates and railroad wages could be reviewed together.

Administration officials regarded it as necessary in any event to move the Railroad Labor Board to Washington. Members of the board, when they were summoned here for conference, complained to the President and others that they were out of touch and the board as a Government body should be situated in Washington, where it could work with related Government agencies.

The Labor Board was located in Chicago for travel convenience for railroad and labor representatives who would have to appear before it. Chicago was regarded as a central point. Separation of the board from other Government functions is not now regarded as practicable, however.

President Is Pleased.
President Harding expressed himself to-day as highly pleased with the outcome of the strike. He would make no comment, however, other than this.

Administration officials are not yet convinced that the present adjustment answers the question whether or not the Railroad Labor Board was a futile organization. It is agreed that the settlement indicates the usefulness of the machinery created for handling labor questions in the compromise between the Senate and House on the labor action of the transportation act.

It is probable that determined effort will be made in Congress with Administration support to enlarge the powers of the Labor Board to an extent which would permit full protection for the public through some form of compelling both sides in a labor controversy affecting the railroads to accept the arbitration of the board for just decision before a duly constituted body. The Administration does not favor punitive measures that might be regarded as a club or which would require law enforcement through arrest and other proceedings, but is seeking to create machinery that will be able to handle any situation that may arise through a force which is not the punitive powers of well defined public opinion.

With the strike situation out of the way as an emergency, the President and his advisers are expected to give immediate attention to railroad funding legislation to start again the forward progress that was being made by business and industry when the threatened strike gummed the wheels.

Funding Bill to Help.
The President and his advisers believe the passage of the funding bill would by transacting railroad debt and giving the carriers cash with which to settle their obligations, purchase new equipment and begin new construction, start an incipient industrial boom, as it would move forward from the stagnation of the present situation.

The following telegram was sent yesterday to H. M. Barton, chairman of the Railroad Labor Board, at Chicago, by Alton B. Parker, president of the National Civic Federation:

"The National Civic Federation heartily congratulates the Railroad Labor Board upon its successful action in settling the railroad strike that ever threatened our country and also upon the splendid vindication in that connection of the voluntary arbitration principle in dealing with industrial disputes."

"The railway brotherhood leaders' announcement that they would not fight our Government emphasizes the striking contrast between the American and the European labor movements. In Europe labor's favorite pastime is to bid defiance to all governments. The Triple Alliance, every year, threatens to paralyze the British Government if it persisted in furnishing military supplies to the Poles for use in their defence against Soviet Russia."

"Against the declaration of our railway brotherhood chiefs yesterday place the pronouncement made by the head of the railway unions in Great Britain that their action meant 'a challenge to a fight against the constitution of the country,' and that, 'while deploring it, they were prepared to take the risk.' They even appealed to the British Government of Labor to adopt a like policy toward our Government."

"The reply, as you will recall, was a vigorous repudiation of the European policy and the British Government's international labor organization on account of its revolutionary tactics."

HENRY HUDSON DRIVE TO OPEN
A five mile section of new highway, named the Henry Hudson drive, in the Palisades Interstate Park, between the Englewood approach and the top of the cliffs in the village of Alpine, N. J., will be opened with formalities at 11 o'clock this morning by Richard V. Lindbergh, president of the New Jersey Palisades Park Commission, and Franklin W. Hopkins, acting president of the New York commission, will be among the speakers.

RAIL CHIEFS REEDED COUNCIL FOR PR. LEADERS

Continued from First Page.

settlement justifying the calling off of the strikes authorized by the members of our organizations.

"We hereby call off such strikes, having confidence that good results will follow the adoption of the memorandum by the Labor Board and the pledges of the railroad executives made to the board at the public hearing on Oct. 24, and further, to afford an opportunity for a reduction of freight and passenger rates to correspond with existing reductions in wages, to determine what effect such reductions in freight and passenger rates will have upon the cost of living."

The men of the big five unions will accept willingly the decision of their officers in reaching this agreement, said G. Lee, president of the Brotherhood of Railroad Trainmen, said in a statement.

"I expect the unions to follow the counsel of the committees so that there will be no sporadic outbursts in any quarters," said Mr. Lee. "Last year there were such sporadic outbursts, but the men of the public and the men of the railroads were withdrawn and more than 25,000 men were suspended. The men know that the committees here would expect nothing but the best for the best interest of the organizations."

Gives Most Credit to Hooper.
"I am very happy that this has been settled. But so far as I am concerned credit for settlement is due to Ben W. Hooper, and the manner in which he conferred with us."

"When I think of the hundreds of letters on my desk from old members of the brotherhood, from the last twenty-three children asking me to do everything in my power to avert a strike, I am glad that they have been spared the suffering of a strike, and that it was not a doubt that if the settlement had not been made the men would have left their jobs and some would never have returned."

A statement by L. E. Sheppard, president of the Order of Railway Conductors, said:

"There were several factors which contributed to bring about a peaceful settlement of the controversy, notably the promise of the representative of the railroad, Mr. Cuyler, before the railroad labor board that he would not make any arbitrary cancellation of schedules and working conditions or further requests for wage reductions except in the natural course of events and after due process. This means attempted negotiations between the representatives of the men and the respective lines or by collective bargaining of events and after due process. It is agreed that the settlement is not a defeat for either side."

The questions at issue were fully and ably presented to the representatives of the men by former Gov. Hooper and undoubtedly his explanation of the attitude of the board that it would be absolutely fair in its decision. It does not seem to be stamped by further requests in the way of wage reductions or changes of rules and that regardless of pressure from any source the board was determined to dispose of questions of rules and working conditions already fixed had the effect of making it clear in the transportation group that there could be no further action by either side. The settlement was unsatisfactory for a reasonable period of time.

"Another point became more evident during the strike—that is, that the fight had drifted to a fight between the brotherhoods and the Government."

No Idle Threat, Says Hooper.
Ben W. Hooper, public member of the labor board, said:

"There are some people who hold to the idea that the brotherhoods had no real intention of striking. This is a mistake. If conciliatory methods had not been used there would undoubtedly have been a most disastrous strike. Now that the strike is out of the way, there are many who are saying that they have learned from this situation relative to the transportation act and the absolute right that the people have to be protected from the recurrence of such a periodical transportation disturbance."

G. W. W. Hanger, a member of the group on the railroad labor board, said:

"I feel much gratification that the strike has been averted. When I learned yesterday that the brotherhoods had not seen our announcement until it was brought to the attention of the board by Gov. Hooper, I felt that it offered a way out and that there was at least a possibility that the suggestions would be accepted as a basis of settlement."

"I think the whole country owes a debt of gratitude to Gov. Hooper for his effective work in bringing about a settlement."

"The board was fortunate also in having as a member Mr. McMenimen, who through his former connections was able at the critical time to arrange the meeting between the board and Gov. Hooper, which resulted in averting a country-wide calamity."

RAIL MEN'S AMERICANISM IS LAUDED BY PARKER
Contrasts Action With That of European Labor.

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BROTHERHOOD LEADERS REEDED REAL BEER

Drys Plan Drive to Kill Mellon Order Legalizing Sale as Medicine.

DELAY OVER PERMITS

Decision Is Still Pending on a Technical Point Raised by Haynes.

BREWERS MAKE CHARGES

Closure Rule May Be Invoked in Senate to Force Passage of Campbell-Willis Bill.

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Oct. 28.—Invalids who expect to go on a beer diet would better get their prescriptions filled at once, if they can. Should the dry leaders in the Senate succeed in carrying out the programme they formulated to-day, medicinal beer, legalized by order of Secretary of the Treasury Mellon, will have to be poured back into the vat of outlawed beverages.

Meantime beer reeling permits are being temporarily held up pending a decision on a technical point raised by Prohibition Commissioner Haynes, which makes the outlook all the more gloomy for the beer invalids.

In an effort to breakdown the wet filibuster against the Campbell-Willis bill banning beer as medicine, the drys have launched a drive to invoke the closure rule. Senator Sterling (S. D.) in charge of the anti-beer bill, began circulating a petition for adoption of the closure rule to force the passage of the bill.

After several hours' effort Senator Sterling had obtained the signatures of thirty Senators to the closure petition, although only sixteen are necessary to require the Vice-President to put the motion to curtail debate. Nearly all the signers were radical drys, but there were several wet who thought the bill ought to be brought to a vote, it was reported.

In order to adopt a closure motion following submission of the closure petition, a two-thirds vote of the Senate is necessary. It was considered doubtful whether the drys would be able to muster such strength. Although Senator Sterling expressed confidence that a closure motion would receive the requisite number of votes.

If the closure motion fails the more radical drys are planning to band together in a sort of "battalion of death" to stay on the job day and night, keeping the Senate in constant session until the filibusters wear out and yield to a vote.

If a vote finally is reached it is generally predicted the bill will pass. A clash between the Internal Revenue Bureau and the prohibition unit of the Treasury Department is imminent over the rights of brewers under the new regulations legalizing manufacture and sale of medicinal beer.

Brewers in vigorous protests to-day maintained that the whole purpose of the regulations is about to be defeated by the peculiar phrasing of the regulations which bar sale of beer heretofore manufactured but not yet denatured. The charge was made by counsel for the brewers that prohibition officials, acquiescing in the plot of the Anti-Saloon League and other temperance organizations, set up rules which make beer sales impossible at least for a period of six months.

At the end of a six months' period, the least time in which newly manufactured beer could be aged and made suitable for consumption by patients, whom it might be prescribed, the attorneys for brewery interests allege, they will have suffered irreparable losses. It is claimed for the brewery owners that they have a legal right to dispose of any real beer they have on hand, since the Secretary of the Treasury has officially announced that this right was established seven years ago by the act of Congress.

General Mitchell Palmer in a ruling declared medicinal beer sales are legal.

MRS. POTTER PALMER'S ESTATE \$1,427,635
Report Shows Inheritance Tax Refund of \$1,364,475.

Special Despatch to THE NEW YORK HERALD.
CHICAGO, Oct. 28.—Mrs. Bertha Horner Palmer, widow of Potter Palmer, who died on May 5, 1915, left an estate of \$1,427,635, according to the first report of the executor, which was approved to-day by Philip J. Finnegan, assistant to Probate Judge Henry Horner.

One large item is \$1,364,474.49 from the United States as a refund on inheritance tax. The amount of inheritance tax paid by the estate was \$1,665,273.10. The report of the executor also shows that there is a contest pending on the payment of \$267,633.53 to the State of Illinois.

Winston, Strawn & Shaw, attorneys for the estate, submitted bills totaling \$152,284, of which \$102,284 is for services in connection with litigation on the inheritance tax.

By the terms of Mrs. Palmer's will \$100,000 was to go to the United Charities. Of this \$25,000 has been paid. Two maid—Hanna Carlson and Pauline Weaver—each received \$500 and a cook received \$1,000.

LOTS BAR GOES; GRILL OPENS.
Special Entertainment Features Interesting Ceremony at Club.

A ceremony upon the passing of what E. Phillips Oppenheim called "the Lotus Club's fascinating little bar" was held Thursday evening at the Lotus Club, 110 West Fifty-seventh street. Simultaneously, a handsomely decorated new grill was opened. The only reminder of the bar of other days was the legend, "Stay Me With Flagon," which was photographed and the reproduction framed and hung in the lounge room.

Charles S. Lord, president of the club, in welcoming the members, said it was the nature of humankind to want to return to the scene of one's former indiscretions, and in this instance, to enjoy reminiscences of the happy Lotus days and nights of the past. Music and special entertainment marked the occasion.

U. S. LABOR DEPARTMENT MAY END MILK STRIKE

Cconciliation Committee Members as Mediators.

A strike of milk wagon drivers on November 1 as a result of differences that have arisen between the drivers and the New York Milk Conference Board seemed more remote last night as a result of a visit during the afternoon of two members of the Committee on Conciliation of the United States Department of Labor to the offices of the conference board.

J. Elkins Nathans, secretary of the board, said afterward that the committee, headed by J. Brown and Charles Bendheim, had obtained an agreement from the board commissioners that they would sit in at a conference if the drivers also were agreeable. Mr. Brown and Mr. Bendheim left intent upon approaching the drivers with the proposition they permit them to act as mediators in the difficulties.

BLANTON PRESENTS APOLOGY TO HOUSE

Misunderstood, He Says, as to Intent to Circulate Objectionable Language.

WASHINGTON, Oct. 28.—An apology to the House, which yesterday attempted to expel him, was made to-day by Representative Thomas L. Blanton (Tex.), Democrat, in a letter to Speaker Gillett, read to his colleagues and warmly applauded, especially by Republicans.

The Texan occupied the same seat from which he arose to defend himself against the charge that he had had printed in the Congressional Record an obscene affidavit relating to a conversation between two printers. The letter was sent to the Speaker and laid before the House by Representative Walsh (Mass.), Republican. It read:

"I am involved in no issue now before the House, hence what I now say is not a sacrifice of any principle. When I expressed a wish of being able to place before the country the record expunged I was misunderstood by my colleagues, who believed that I would circulate the objectionable language in the House, and not to do this, but to circulate the expunged record with all the objectionable words and abbreviations contained in the employee's affidavit eliminated and circulated only to show to the country the honest bona fide purpose of my remarks."

"I realize that the judgment of no human is infallible, and in the collective judgment of my colleagues, against none of whom I harbor malice, and offer this, my apology to the House for what my colleagues in their decision determined was an error."

Speaking in behalf of Mr. Blanton, Representative Garrett (Tenn.), acting Democratic leader, asked that four words used by the Texan answering Representative Longworth (Ohio), Republican, be stricken out of the permanent record of Congress on the ground that they had been uttered in the streets of Dallas and were not intended. Representative Mondell (Wyo.), the Republican leader, objected.

Mr. Longworth had asked Mr. Blanton if there was any truth in the report that he had expressed an intention of sending out 250,000 copies of his speech, expunged from the Record last Monday, and he had replied that he financially able he would put it in the hands of every male voter in the country "just as it is." It was agreed among Republicans that Mr. Longworth had put the Texan "on a limb" and that he probably two score or more who had been in doubt voted for expulsion simply because of the member's own statement.

Investigation of conditions in the Public Printing Office by a special committee of five members was proposed in a resolution to-day by Representative Linerberg (Cal.), Republican. During his fight yesterday to retain his League and other temperance organizations, at mto nullify the regulations by setting up rules which make beer sales impossible at least for a period of six months.

At the end of a six months' period, the least time in which newly manufactured beer could be aged and made suitable for consumption by patients, whom it might be prescribed, the attorneys for brewery interests allege, they will have suffered irreparable losses. It is claimed for the brewery owners that they have a legal right to dispose of any real beer they have on hand, since the Secretary of the Treasury has officially announced that this right was established seven years ago by the act of Congress.

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DIXIE KINDER CRITIC OF HARDING SPEECH

Most of the Unfavorable Comment Is Heard Here in North.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau, Washington, D. C., Oct. 28.—The White House is being deluged with expressions of opinion for and against the President's address in Birmingham on the race question in the United States.

The President is well pleased with the effect of his speech and its reception by some of the most prominent business and political men in the South. In talking with newspaper correspondents who accompanied him on the trip, the President indicated that while he did not believe the South is ready for any immediate action on the race problem as he outlined it, he does believe it will be effective and will work practical and lasting good. The President regards the speech as not only well worth while, but believes it was his duty to make it and to give his convictions and his own contribution it may be to a settlement of the question.

President Harding holds the view that it is not fair to the South figuratively to put the Southern race issue back and avoid the questions with which they have to deal. He has an earnest conviction that the South has been surprised with this.

It is a frequent analogy that most of the favorable comment on the speech is coming from the South and a large share of the unfavorable comment from the North. Radicals on both sides of the issue are displeased.

Leaders in the Republican party are not a unit upon the subject. There are many who believe the race issue should be left alone. They are of the school which does not believe that dangerous things should be stirred up. The President's speech was delivered to occasion to the President that they stood with him and pledged their aid to a practical settlement of the problem.

A summary of the general reflex of the speech shows it was better received in Dixie than many Republican politicians believed would be the case. Prominent citizens in every community visited by President Harding after the Birmingham speech was delivered took occasion to tell the President that they stood with him and pledged their aid to a practical settlement of the problem.

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15 P. C. CORPORATION TAX WINS IN SENATE

Two Proposals for Graduated Income Levies Defeated by Single Vote.

Amendment Passes to Tax Medicinal Whiskey at \$6.40, Wines \$1.20, Beer 60c.

WASHINGTON, Oct. 28.—After rejecting two proposals for a graduated income tax on corporations, each by a margin of a single vote, the Senate to-day adopted, 36 to 26, the Finance Committee's amendment to the tax revision bill providing for a flat 15 per cent. tax.

Proponents of a graduated levy or of some other plan that would prevent the proposed increase of 50 per cent. in the tax of thousands of corporations making small profits gave notice that they would renew their fight later. They expressed confidence to-night that they would win.